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SIXPENCE.

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THE LIGHT OF PEACE IN THE TRENCHES ON CHRISTMAS EVE: A GERMAN SOLDIER OPENS THE SPONTANEOUS TRUCE BY APPROACHING THE BRITISH LINES WITH A SMALL CHRISTMAS TREE.

Our artist sends with his drawing the following note: "On some sections of the battle-front the Germans decorated their trenches with Christmas-trees and paper lanterns, and invited our troops to stop shooting and come over to smoke and have a palaver. With one accord a truce for the night was arranged, and the compliments of the season were

passed with much enthusiasm between friend and foe. The cessation of hostilities continued all the next day. Both sides fraternised and spent a Happy Christmas." Elsewhere in this Number we give a double-page drawing illustrating this informal Anglo-German rapprochement during the festival of peace and goodwill.

"OUR NOTE-BOOK."

We very much regret to announce that, owing to the illness of Mr. G. K. Chesterton, it is not possible for us to publish "Our Note Book" this week. We hope to resume it shortly.

THE PLAYHOUSES.**"MISTRESS WILFUL" AT THE STRAND.**

To say that "Mistress Wilful," the new play in which Mr. Fred Terry and Miss Julia Neilson are appearing, is just the sort of play in which they have been seen for years—a *réchauffé* of "Sweet Nell of Old Drury" and half-a-dozen others—is neither to impute any blame to its adapter, Mr. Hendrie, nor to make any reproach against his piece, for, after all, it is just this sort of thing their patrons want to see the two favourites associated with. Picturesque costumes and setting, a flavouring of history as well as a story of intrigue and love at cross-purposes, and some well-known figure dear to popular memory thrown in, if possible, as *deus ex machina*—that is the recipe which is always asked for and is now given. Not only Charles II., always a safe draw, figures in the play—the heroine being one of his illegitimate daughters for whose future he shows a laudable concern—but Monmouth, and a certain Samuel Pepys also. With her half-brother, Monmouth, Mistress Wilful goes on a frolic to town, and this escapade helps to transform her relations with the husband whom she has married only in name, but really has learned to love. Mr. Fred Terry as the husband, patient under exasperation, fierce in passion, gives us, as often, an idea of how fine a romantic actor he might be with worthy material. Everyone who has watched her can imagine Miss Julia Neilson either as the arch, ingenuous girl fresh from convent or as the challenging woman in love. Even "The Scarlet Pimpernel" was not hailed with more delight on production than the new goods Mr. Hendrie has provided to pattern.

In recording the appearance of "The Post Office London Directory" for 1915 (Kelly's Directories, Ltd.), it is hardly necessary to go into any detailed description of this well-known work of reference. It is sufficient to state that it retains its familiar form and features, and that it remains as indispensable and invaluable as ever. The present edition is the 116th annual publication of a work which plays an important part in the commercial life of London and its connections all over the world, and also in the social life of the Metropolis. The price of the Directory, with the county suburbs, is, in one volume, 40s.; in two volumes, 43s. 6d.; and without the county suburbs, in one volume, 32s. The customary excellent maps are included.

The 1915 edition of "Burke's Peerage" has just been published by Harrison's, of Pall Mall, and is as exhaustive and reliable as ever. Not only is the historical work of the editors—the late Sir Bernard Burke and Mr. Ashworth P. Burke—most comprehensive, but the volume has been brought well up to date by the many alterations which have been a sad necessity of war-time, and the chronicling of such recent deaths as those of Sir John Barker (Dec. 16, 1914) and Sir H. F. Grey (Dec. 17, 1914); while the "addenda" bring the record of happenings up to Dec. 19. The volume is admirably printed and turned out—such essential points in a work for constant reference—and is excellently complete, containing, for example, a record of the Honours conferred by the King, in France, upon the King of the Belgians, Field-Marshal Sir John French, General Joffre, other French Generals, and all the V.C.s and D.S.O.s conferred up to Dec. 19, 1914.

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TITLEPAGE AND INDEX.

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**THE PROTECTION OF BATTLESHIPS
AGAINST SUBMARINE ATTACK.**

(See Illustrations on Page 53.)

ON another page we illustrate a design for a battle-ship protected by armour-plating beneath the water-line against the impact of mines or of torpedoes from submarines. The design is one of three made by the famous Naval architect, Sir John Biles, who discussed the problem in a paper read before the Institution of Naval Architects at Newcastle on July 7, 1914. Sir John has kindly allowed us to make the following extracts from his very interesting and important paper: "In the two dimensions represented by the surface of the sea, with equal powers of vision, getting within destroying distance is a question of speed, and destruction is a matter of superiority of attack over the defence. The dominating weapon of attack has been the gun, and the defence against it has been practically all above water, because there its attack has been made. The torpedo-boat and, later, the destroyer, have delivered their main attack below water, but the attacked ship is held to be quite capable of delivering a counter-attack by guns above water, which is an adequate reply to the destroyer. The attack of the submarine is wholly below water, and so far the attacked ship has developed no effective reply of its own. The defence against the gun is armour and other guns. The defence against the destroyer's torpedo is the gun, which is quite ineffective against the submarine. The question of interest at the moment is: What defence can the surface ship have against the submarine's torpedo?

"There can be only two forms of defence. First, the destruction of the submarine by other vessels, submarine or others. Second, the protection of the bottom of the surface ships from the effects of under-water attack. The first, the destruction of the submarine, is obviously not the work of a battle-ship or large cruiser, but must be left to some vessel of the same order of size as the submarine. This destruction must be sought on the surface when the submarine is not submerged, for it seems improbable that a submarine will be able to chase another effectively under the water. In any case, the submarine will be dangerous to the large surface ship until it is destroyed, and, as the means of destruction are not yet certainly to hand, the question of effectively protecting the battle-ship against under-water attack seems to be deserving of consideration, unless someone is ready with a real reply to the submarine.

"Assuming, as one reasonably may, that very serious damage will be done by the explosion of a torpedo, the next question is: What can be done to prevent or seriously to reduce this damage? Sub-division naturally suggests itself as one means of minimising the effect of this damage, but when all that is possible in this direction has been done, there seems to be no great certainty that a battle-ship will be still a formidable fighting-machine after having received the successful contact-explosion of a 21-inch torpedo. Can we do anything in addition to subdivision to preserve the ship for effective fighting purposes?

"Armour on the bottom of war-ships has been proposed by responsible persons. Sir E. J. Reed and General Sir John Crease, R.M.A., during their lives made definite proposals of this character, but they have never been adopted on the outside of ships, partly for the reason that, previous to the submarine, the torpedo-carrying vessel has been effectively answered by the gun, and partly because the resisting qualities of armour, when submitted to attack by torpedoes, have not been sufficiently well known. The effective advent of the submarine seems to justify a serious consideration of the question of applying armour to the bottoms of ships.

"The question of the weight of such armour must be serious, and obviously the addition of such weight cannot be made without some changes and sacrifices. To some it may seem that the readiest way to approach this problem is to clothe the bottom of a 25,000-ton battle-ship of the latest pattern with armour, and to increase her fullness sufficiently to allow her to carry this armour, letting everything else remain unaltered. The only considerable effect will be to reduce the speed by two knots.

"This is a direct and simple issue—is the gain in protection worth the loss of speed? This is for the naval officer to decide.

"Admiral Sir Reginald Custance has taken us into his confidence about some of his views on the principles which he thinks should underlie naval design. His appreciation of lower speeds and smaller displacements led me to work out what appeared to me to be a limiting case of his views, but combined with these characteristics was associated in this case an armoured protection from torpedo attack. The principal elements of the resulting design were as follows: Length over all, 358 ft.; length between perpendiculars, 336 ft.; breadth, extreme, 80 ft.; draught of water, 20 ft.; displacement in tons, 13,000; speed, 10 knots; armament, six 14-in., sixteen 5-in. Thickness of armour—On side at W.L., 10 in.; above W.L., 3 in.; below W.L., 4 in.; on casemate, 2 in.; on barbettes, 12 in.; thickness of protective deck-plating, 2 in.

"This vessel may be considered as one which could not be expected to find the enemy unless he happened to be bottled-up somewhere, but could be less careful than an ordinary battle-ship about coming out of port on account of the fear of submarines. The size and cost of this vessel should be small enough to satisfy the desires of Admiral Sir Reginald Custance, but it is doubtful whether she would be altogether satisfactory to him.

"Anticipating some want of faith in this unusual vessel, a second design was produced, having some of the characteristics of the first, but being produced with less disregard of convention. The principal elements are as follows: Length over all, 460 ft.; length between perpendiculars, 434 ft.; breadth, extreme, 80 ft.; draught of water, 24 ft.; displacement in tons, 16,000; speed, 18 knots; armament, six 14-in., sixteen 5-in. Thickness of armour—On side at W.L., 5 in.; above W.L., 5 in.; below W.L., 4 in.; on casemate, 2 in.; on barbettes, 5 in.; thickness of protective deck-plating, 2 in.

"This vessel is of about the displacement of the *Lord Nelson*, which is, when purpose serves, called a Dreadnought. The armament is about the same as the first

design, but the armour has been reduced so that it will only keep out 6-inch projectiles. Sir Reginald's view is that none of our ships have armour that will do more, and, that being so, this ship may be considered as sufficiently well-armoured above the water-line. All the sections below the water-line are straight, with a circular arc at the end. This form has been adopted to simplify the armour-construction of the bottom. It is fully recognised that such a design outrages the convictions of the economists, to whose ranks I want to belong, because ships of such size do not produce the greatest number of guns for a given expenditure. But if we are to be subjected to the ready loss of ships by submarines, we may have to be prepared to sacrifice some gun-power for our expenditure, and get our recompense in the greater number of ships and guns remaining afloat after the submarine has done its work.

"With a view of enabling those who do not believe in reducing the upper armour of a ship, nor in such a low speed as 18 knots, another design has been considered in which the bottom is armoured, and is of a form similar to the second design, but in which the speed, armour, and armament are of the same order as the Dreadnoughts. Such a vessel could take her place in the first or second battle-squadron, and would have armoured-protection against torpedoes. The principal elements are as follows: Length over all, 600 ft.; length between perpendiculars, 570 ft.; breadth, extreme, 91 ft.; draught of water, 28 ft. 6 in.; displacement in tons, 28,500; speed, 21 knots; armament, ten 14-in., sixteen 6-in. Thickness of armour—On side at W.L., 10 in.; above W.L., 7 in. and 5 in.; below W.L., 4 in.; on casemate, 2 in.; on barbettes, 12 in.; thickness of protective deck-plating, 3 in.

"Briefly, the points for discussion are as follows—

"1. Is 4-in. armour sufficient protection against torpedoes to justify its adoption in battle-ships of the class of the later Dreadnoughts? 2. Is the submarine menace of sufficient importance to justify the adoption of 4-in. armour-protection on the bottom? 3. Is the submarine menace of sufficient importance to justify the building of smaller, slower battle-ships, of say, 16,000 tons displacement, of 18 knots, having six heavy guns each instead of eight or ten as in the larger ships? 4. Is the method of applying armour to the bottom of sufficient value in itself to justify the adoption of a form of ship which offers greater resistance than the ordinary form?

"If it should seem to be desirable further to consider this question of protecting battle-ships from submarine attack, it will be necessary to determine by experiment the effect of the explosion of a torpedo upon armour attached to a ship. If the submarine menace is judged to be really serious, the necessity for carrying out such experiments seems to be undoubted."

WILLS AND BEQUESTS.

THE will (dated July 25, 1900) of MR. JOHN HENRY BURLEY, of The Grange, Leamington, Warwick, who died on Nov. 16, has been proved, the value of the estate being £123,048. Testator gives £21,000 to his faithful housekeeper Emma Loweth; £5000 to the Leicester Infirmary; £2000 to the Cancer Hospital, Fulham Road; £2000 each to the Children's Hospital and the Institution for the Blind, Leicester; and the ultimate residue to found and endow almshouses at Leicestershire for widows and daughters of solicitors, doctors, clergymen, literary men, artists, and officers of the Army and Navy whose fathers, husbands, or mothers were born or resided in Leicestershire.

The will (dated May 26, 1914) of MR. THOMAS BELL, of 23, Windsor Terrace, Newcastle, and Hesley-side, Bellingham, chairman of the North-Eastern Bank, who died on Sept. 19, is proved, the value of the estate amounting to £504,598. Testator gives £3000 a year to his wife; £3000 to Armstrong College; £1000 each to the Royal Infirmary and the Fleming Memorial Hospital, Newcastle; £17,500 each to his daughters Constance and Kathleen; £7500 each to his daughters Mrs. Pollock and Mrs. Ritson; and the residue to his sons.

The will of MR. WILLIAM ROBERT GALBRAITH, of 91, Finchley Road, who died on Oct. 5, is proved by William Lyle Galbraith, son, Eliza Liddell Galbraith, daughter, and Dr. Henry W. Gibson, the value of the property being £88,879. He gives an annuity of £200 to his sister Helen P. Wilson; an annuity of £60 to his clerk John Riddell Potter; £600 to St. John's Wood Presbyterian Church in Marlborough Place; legacies to executors and servants; and the residue as to one half to his son and one half in trust for his daughters Eliza Liddell Galbraith and Christian Mary Whitehorn.

The will (dated Sept. 13, 1905) of COLONEL GORDON CHESNEY WILSON, M.V.O., Royal Horse Guards, of 21, Hertford Street, Mayfair, who died on Nov. 6, is proved by Lady Sarah Wilson, the widow, and Earl Howe, the value of the estate amounting to £189,230. He appoints his interest under a deed of settlement of a policy of insurance on his life for £50,000 to his sons Randolph and Alan. All his property is to be held in trust for his wife for life, with remainder to his said two sons.

The following important wills have been proved—Baroness Pirbright, Pirbright, Surrey, and 11, Avenue d'Éna, Paris, so far as can at present be ascertained.
Miss Clara Thomas, Llwyn Madioc, Brecon, and Penkerrig, Radnor Hants.
Mr. George Alexander Gale, Crookley, Horndean, Hants.
Mr. Edward Rosling, Melbourne, Chelmsford.
Lieut.-Colonel Edwin Berkeley Cooke, M.V.O., 1st Life Guards, Roydon Hall, Tonbridge, died from wounds.
Captain Stuart Duncan, Gloucester Regiment, 24, Chester Street, S.W., killed in action.
Lieut. Arthur Widdrington Herdman, Shropshire Light Infantry, Crescent Parade, Ripon, killed in action.
Lieut. George G. B. Paget, Northamptonshire Regiment, Great Houghton, Northampton, killed in the battle of the Aisne.

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THE GREAT WAR.

By CHARLES LOWE.



WE have now entered the sixth month of this dreadful war, and it really looks as if it were only beginning. The Franco-German War, which commenced on the same day of the year—Aug. 4—was practically over by this time, and only negotiations for an armistice and peace conditions remained. That will show the difference between the task undertaken by Germany then and now. Her leading journal, inspired by the Wilhelmstrasse, frankly speaks of the "gigantic work still to do," and of "the superiority of two to one" against which she and her ally are contending.

In no quarter are the enemy allies making progress. On the contrary, their advance has everywhere been arrested, and in some quarters their movement is to the rear. Austria's "punitive expedition" against Serbia has been altogether bundled out of that heroic little kingdom of peasants and pig-breeders. In all the Kaiser's utterances there is now a forced, falsetto note as of the proverbial boy who whistled his nocturnal way through a village church-yard to keep his spirits up. But the high-falutin' element is still there. "We stand on hostile soil," said his Hunnish Majesty to his Headquarters troops at Christmas, "the point of our sword turned to the enemy, our heart turned to God. We say, as once the Great Elector said, 'To the dust with all the enemies of Germany!'" But, meanwhile, there is only the mud of Flanders and of Poland for the Kaiser's desperate legions to stick in.

Again: "We are attacked, we defend ourselves"—a fine thing for a monarch to say who was the first to bring about this dreadful world-war by drawing the sword on Russia and France. "Much has come to pass in the old year," said the Kaiser in his New Year address to his forces, "but the enemies are still firmly kept low. Always fresh forces are rolling up against our army and the army of our faithful allies, but their numbers do not frighten us."

Among those fresh forces referred to by the barbarous despoiler and ravager of Belgium are eighteen British army corps, or two more than those which form the fighting strength of Austria-Hungary—though the former, of course, will not be backed for some time by a corresponding array of reserves to make good the wastage of war. But such is the new *ordre de bataille* as devised by Lord Kitchener: six armies, each consisting of three army corps (but whether of two or three divisions is not yet clear), to be commanded respectively by Sir Douglas Haig, Sir H. Smith-Dorrien, Sir Archibald Hunter, Sir Ian Hamilton, Sir Leslie Rundle, and Sir Bruce Hamilton, our foremost fighting Generals. Counting an army corps as 40,000 men of all arms, this reconstitution of our combatant strength should give us a field force of close on 800,000 men, as compared with the 70,000 to 80,000 with which we first took the field—and this apart from our Indian and Dominion contingents, who do not seem to be included in the estimate.

Anyhow, this reconstitution of our land-forces—which now raises us to the rank of first-rate military, as well as naval Power—was a very good way of beginning the New Year, though, *per contra*, alas! this year had only been about three hours' old when

we were afflicted with another of those naval disasters of which the nation has had to deplore so many already; while furnishing our foes with further cause for *Schadenfreude*, or malicious joy. There was more mystery about the destruction of the *Bulwark*, while lying at anchor in the Medway, than about the sinking of her sister-ship, the *Formidable*, when steaming down the Channel in a heavy gale off the coast of Dorset or Devon.

From the fact that the battle-ship required two external explosions to send it to the bottom it was inferred by some critics that these must have been caused by a couple of German torpedoes. But others—and, perhaps, with more reason—inclined to the view that, considering the impossibility almost of a submarine being able to operate in the darkness in such a tremendous sea, it was, on the whole, more probable that the doomed war-ship had impinged

on our Navy. Public sorrow for the loss of so many gallant lives was to some extent assuaged by pride at the thought of the magnificent behaviour of Captain and crew when faced with the calamity which had overtaken them—behaviour which will place the loss of the *Formidable* on the same level of glory with the wreck of the *Birkenhead*.

While our heroic sailors were thus gloriously maintaining the traditions of their service among Britain's mountainous seas, their comrades of the Army were equally giving an effective account of themselves among seas of Belgian mud. Christmastide brought with it to our trenches in Flanders a sort of "truce of God" by mutual consent, accompanied by such fraternising between opposing foes as had never been seen, perhaps, since Peninsular days or the siege of Sebastopol. But afterwards the fighting went on as briskly as ever—with results on the whole, as unfavourable to the "Boches" in Belgium as it has been to them in South-West Africa, where we have re-occupied Walvisch Bay as a preliminary to the incorporating of the Kaiser's territories thereabouts with the Union, where conscription has, meanwhile, been introduced as a means to this end; in addition to hoisting the British flag over the Solomon Islands of the Pacific, as some little return for the Imperial patriotism of the Australians who were deputed to do the annexing job.

Moreover, two of our war-vessels, the battle-ship *Goliath* and the light cruiser *Fox*, have paved the way for our annexation of German East Africa by bombarding its capital, Dar-es-Salaam, which will be very unpleasant news for Dr. Carl Peters, who claims to have been the founder of that colony, and has, indeed, got a statue of himself set up there at the cost of some of his admirers.

While thus the dominion of the Germans in East Africa is tottering to its fall, the fortune of war, on the whole, has been decidedly against them all along the Allied line from the Channel to the Swiss frontier, but more particularly in Upper Alsace, where the French captured a position of some strategical importance—after a week's fluctuating struggle

—the village of Steinbach against the historic "Island of the Scots," as sung by Aytoun, where the exiled cavaliers of "Bonnie Dundee" once gave the Germans such a lesson in the art of storming a position which had been thought to be impregnable. For a parallel to the fight for Steinbach, which ended by leaving the French in possession thereof, one must go back to the desperate encounter between the Bavarians and the French at Bazeilles, on the day of Sedan.

In the east, on the other hand, the war has been equally favourable to the Russians, who appear to have stalemated the Germans on the "four rivers" tributary to the Vistula on its left side, and, indeed, brought about a result—as far as one can judge—similar to the repulse of the Germans from the Marne and the holding of them on the Aisne. The Austrians too, in Galicia, continue to incur heavy losses; while the Russians are also beginning to pour down into the plains of Hungary.



DEVELOPING THE ORGANISATION OF THE BRITISH LAND FORCES BY CREATING ARMIES:
THE COMMANDERS OF THE FIRST SIX ARMIES.

A new Army Order announces the further development of the organisation of the Land Forces by the creation of Armies, each of which will consist generally of three Army Corps. Sir Douglas Haig, born in 1861, has won high praise from Sir John French during the war. He had served under him in South Africa, and under Earl Kitchener in the Sudan. General Sir Horace Smith-Dorrien is fifty-six; was at Isandula, and did distinguished service in Egypt, in the Sudan, in India, and in the famous retirement from Mons. General Sir Archibald Hunter is an ex-Governor of Gibraltar, and has had a distinguished career in Egypt, India, and South Africa. He was born in 1856. General Sir Leslie Rundle, born in the same year, has a record of distinguished service, and was appointed Governor of Malta in 1909. General Sir Bruce Hamilton, born in 1857, served with distinction in the Afghan War of 1880, in South Africa, 1881 and 1900, in Burma, Ashanti, and Benin. General Sir Ian Hamilton, born in 1853, fought in the Afghan Campaign of 1878-80, the Boer War, Sudan Campaign, Burma Expedition, Tigray Expedition, the South African War, and at the outbreak of the present war was appointed to the Command of the Home Army.—[Photographs by Lafayette, Bassano, and H. Walter Barnett.]

against a chain connecting two floating mines, causing each in turn to explode on its starboard and port side successively, though the evidence in this respect was contradictory.

Anyhow, this sinking of the *Formidable*, which belonged to a pre-Dreadnought type that has now been superseded, was as nothing to the loss of so many brave lives, numbering well on to 600, since out of a ship's company of about 800 only 200 were brought to land. The number of rescued would have been greater but for the mountain seas running and the bitterly cold weather, to which several succumbed. Some landed at Lyme Regis, where nine out of fifty-seven men were found to be dead from exposure, and seventy others at Brixham, to which they had been brought by the fishing-smack *Provident*, whose skipper (Pillar) had manoeuvred it with a skill and daring worthy of one of the Elizabethan sailors of whom that south-western country was the cradle, as it continues to be the chief source of supply for the personnel of

YSER FLOODS AND GERMAN SHRAPNEL SHELLS SEEN FROM THE AIR.



GERMAN SHRAPNEL SHELLS BURSTING BELOW A FRENCH AEROPLANE: A PHOTOGRAPH TAKEN ABOUT 10,000 FEET ABOVE THE EARTH, NEAR MARCKEM.



THE NIEUPORT INUNDATIONS SEEN FROM A FRENCH AEROPLANE: A PHOTOGRAPH TAKEN DURING A FLIGHT ABOVE THE FLOODED YSER VALLEY.

These remarkable photographs were taken from a French aeroplane during a reconnoitring flight above Nieuport and the Yser floods. The airman was about to attack a German aeroplane, when the latter took to flight on the appearance of other French machines. Owing to a violent head-wind, the French pilots had considerable difficulty in regaining their own lines, and had to pass over the zone of the enemy's fire. The German anti-

aircraft guns opened against them, but most of the shells exploded far below. In the lower photograph the sea appears in the background. On the left is Nieuport, in the angle between the Yser and the Furnes Canal. The dark area in the foreground, bounded by the Canal on the left, is the district flooded by the Belgians, who thus effectually impeded the advance of the Germans in that direction.

THE FIRST TIME FOR SIXTY YEARS: SALISBURY CATHEDRAL FLOODED.

PHOTOGRAPH BY TOPICAL.



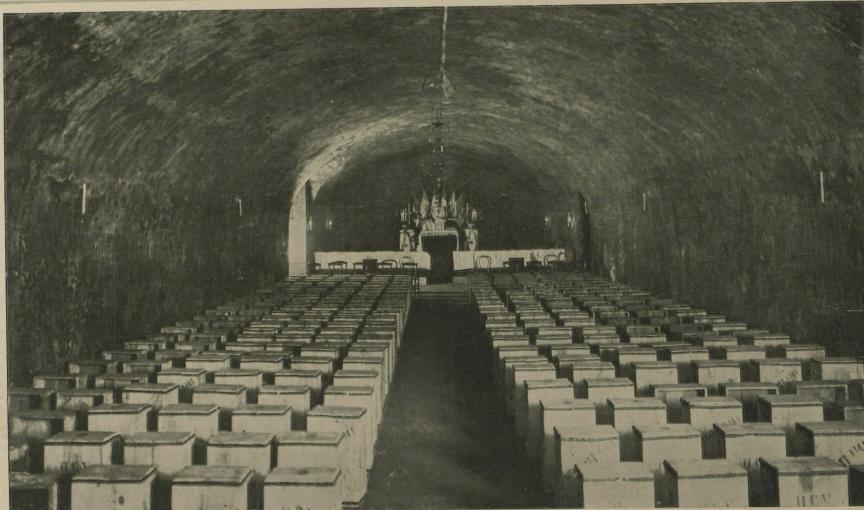
THE FLOOR OF THE NAVE UNDER SEVERAL INCHES OF WATER: A UNIQUE PHOTOGRAPH OF THE INTERIOR OF SALISBURY CATHEDRAL, WITH THE ROOF REFLECTED IN THE FLOOD.

An immense volume of water was recently brought down the valley in which Salisbury lies by the Rivers Avon and Nadder, and all the low-lying parts of the city, as well as thousands of acres in the surrounding country, were flooded. The water rose to the west door of the Cathedral on the night of January 4, and at four o'clock the next morning it had spread over the floors of the nave, cloisters, and chapter-house, reaching a depth of several inches. It is sixty or seventy years since this last happened. The

east end of the building is on a higher level, and it was found possible to hold services in an ante-chapel. The water in the Cathedral continued to rise during the day, but fortunately the monuments that it contains are well above the level of the flood, and it is not anticipated that any permanent damage will be caused. The Cathedral of St. Mary at Salisbury was founded in 1220, and is a beautiful example of Early English architecture. The nave is 230 feet long and 82 feet wide.

LIFE IN RHEIMS CELLARS: CHRISTMAS UNDERGROUND—MIDNIGHT MASS AND "HOME" IN WINE-VAULTS.

PHOTOGRAPHS BY ABBE R. THINOT, AND WENZ.



AS IN THE CATACOMBS OF ROME IN EARLY CHRISTIAN TIMES: ONE OF THE RHEIMS WINE-VAULTS TURNED INTO A CHAPEL FOR MIDNIGHT MASS—WITH "CASES" AS SEATS.



CHRISTMAS AMID THE BOTTLES IN THE WINE-VAULTS OF MUCH-BOMBARDED RHEIMS: A CELLAR USED AS A CHAPEL, WITH THE CHRISTMAS "CRIB" BESIDE THE ALTAR.



A SECURE UNDERGROUND REFUGE BY DAY AND NIGHT: A RHEIMS HOUSEHOLD SLEEPING IN ONE OF THE WINE-VAULTS DURING THE BOMBARDMENT.



UNDERGROUND LIFE DURING THE BOMBARDMENT OF RHEIMS: A "WORKING PARTY" OF RHEIMS LADIES KNITTING IN ONE OF THE DIMLY LIT BOMB-PROOF WINE-VAULTS

"The civil population are warned to keep under cover, preferably in basements, upon hearing the sound of firing by guns or explosives." In those terms Londoners were advised, at the end of December, as to what to do in case of hostile bomb-dropping. We have published from time to time, both in these pages and in the "Illustrated War News," photographs and sketches of life-scenes in underground refuges in various bombed towns of Belgium and France. Those here given are the latest from Rheims, which city has been bombed at intervals by the Germans, practically since the middle of September. The first two are Christmas scenes, showing how wine-cellars of a celebrated Champagne district were adapted and fitted up as chapels for Midnight Mass—much as in very early Christian days the catacombs of Rome were so used. In the Rheims cellars an improvised

altar was erected, with seats for the congregation provided by standing wine-cases on end in rows, with a passage down the centre. In one cellar (the second picture) a Christmas "crib" for the children of refugees sheltering in other wine-vaults was constructed. It is seen to the left of the altar. The Midnight Masses, we are informed, were attended by whole battalions of French soldiers off trench-duty for Christmas Eve, and afterwards the men filed past Christmas-trees in another cellar near, and received gifts of eatables to take back to their lines. Our third photograph shows a refugee family asleep in the vault in which they live. The fourth shows yet another vault, with some of the ladies of Rheims at their daily occupation of knitting comforts and socks for the soldiers.

THE TABLES TURNED: GERMAN FORTIFICATIONS WRECKED BY SIEGE-GUNS.

PHOTOGRAPHS BY RECORD PRESS.



BROKEN THROUGH AND MADE PASSABLE BEFORE THE FINAL ASSAULT: A BARBED-WIRE ENTANGLEMENT IN A TSING-TAU FORT DITCH.



A TARGET FOR THE BESIEGERS' SHELLS AT THE OUTSET: THE WRECK OF THE BATTERED WIRELESS SIGNAL-STATION AT TSING-TAU.



INSIDE ONE OF THE MAIN STRONGHOLDS OF THE DEFENCE: JAPANESE SOLDIERS INSPECTING FORT ILTIS.



HAVOC WROUGHT BY CONCENTRATED SHELL-FIRE: AN INTERIOR VIEW IN ANOTHER OF THE GERMAN FORTS.



THE BITER BADLY BIT: ONE OF THE GERMAN 28-CENTIMETRE HOWITZERS WITH ITS MOUNTING UPSET AND DESTROYED.



WRECKAGE OF A GERMAN FORTRESS-GUN: A SMASHED MOUNTING AMONG THE RUINS AT TSING-TAU.

In defending Tsing-tau against the Japanese and British, the German garrison of that place came to realise to the full the destructive and nerve-wrecking effects of the big-shell fire to which their fellow-soldiers in Europe were subjected, for example, at Liège and Namur. As it happened also, they were overwhelmed by guns, among others, of practically the same huge calibre as those with which the German invaders wrecked the Belgian fortresses—28-centimetre howitzers, firing 11.2-inch shells. The German

commander of Tsing-tau, indeed, when announcing the fall of the fortress through the Japanese Legation at Peking, telegraphed to the Kaiser to that effect: "The fortress and town were badly damaged by 28-centimetre howitzer fire, and a strong bombardment from the sea. The force of our artillery was completely overcome." The photographs shown were taken immediately after the victorious Allied forces entered the fortress. The scenes of devastation they depict equal anything witnessed at Liège or Namur.

DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS BY R. E. PHOTO. SCHOOL, RUSSELL, MOFFAT, A. AND N. AUXILIARY C. S., W. AND D. DOWNEY, ERNST, VANDYK, G. H. COX, BERLIN STUDIO, LAFAYETTE, C. E. FRY, LAWRIE, WATSON, WINTER, STEREOGRAPHIC CO., G. T. JONES, CHANCELLOR, LAMBERT, HILLS AND SAUNDERS.



We give again this week portraits of a number of officers killed in action. Captain Philip Francklin, R.N., M.V.O., who lost his life in the sinking of H.M.S. "Good Hope," was the son of Mr. and the Hon. Mrs. Francklin, of Gonalston, Notts. Major Charles Buxton Loring, of the 37th Lancers (Baluch Horse), was attached to the 34th Poona Horse, and was leading an attack on the trenches when he met his death. He was the eighth son of the late Rev. Edward Henry Loring, of Gillingham Rectory, Norfolk. Captain Hugh O'Brien had seen service in South Africa and India, and had both medals. Captain Paget O'Brien-Butler had been mentioned in despatches by Sir John French,

and was a well-known figure in racing circles in Ireland, had won many races at Punchestown and in India, and had ridden for King Edward. Captain the Hon. Felix Hanbury-Tracy, of the Scots Guards, was the third son of Viscount Sudeley. Lieut. J. J. G. MacWilliam met his death on rising from his trench to lead his platoon against the enemy. Major Arthur Young had seen service in India, and been mentioned in despatches. He was the son of Colonel George Young, of Broomhill, Woodbridge. Lieut. Alexander Dewar, of the Royal Engineers, was the elder son of Mr. John Dewar, of Villa Rosa, Trinity, Edinburgh, and a nephew of Sir Robert Maule.

WITH HER MASTS DISGUISED AS PALM-TREES! THE GERMAN

DRAWN BY NORMAN WILKINSON FROM A SKETCH BY

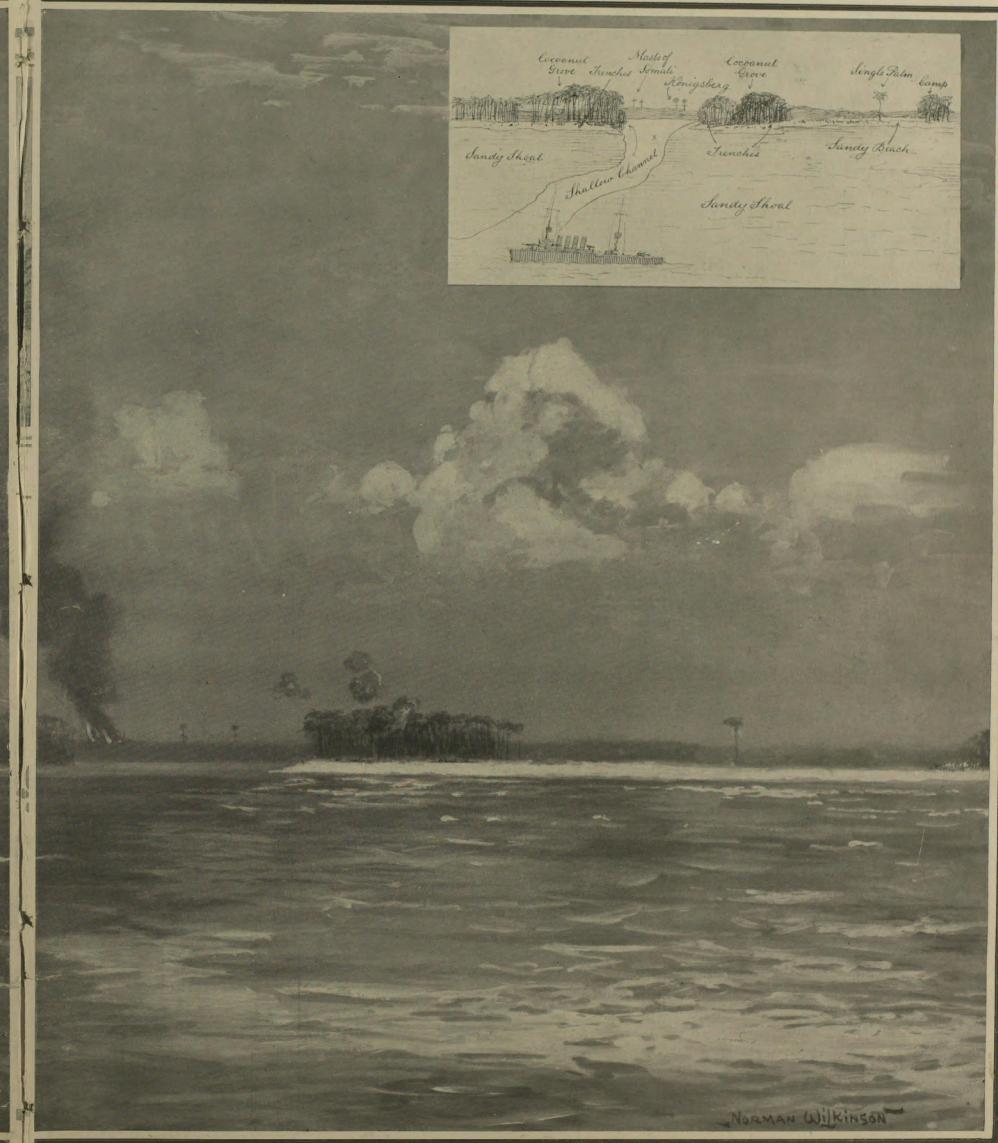


THE "PEGASUS" AVENGED: THE "CHATHAM" OFF THE MOUTH OF THE RUFIFI RIVER, GERMAN

The Admiralty announced on November 11: "After the whereabouts of the 'Königsberg' was indicated by the attack on the 'Pegasus' on September 19, a concentration of fast cruisers was arranged by the Admiralty in East African waters, and a thorough and prolonged search by vessels in combination was made. This search resulted on October 30 in the 'Königsberg' being discovered by H.M.S. 'Chatham' (Captain Sidney R. Drury-Lowe, R.N.), hiding in shoal-water about six miles up the Rufiji River, opposite Mafia Island (German East Africa). Owing to her greater draught, the 'Chatham' could not reach the 'Königsberg,' which is probably grounded, except at high-water. Part of the crew of the 'Königsberg' is ashore and entrenched on the banks of the river. Both the entrenchments and the 'Königsberg' have been bombarded by the 'Chatham,' but owing to the dense palm-grove amid which the ship lies, it is not possible to estimate the damage. Pending operations for her capture or destruction, effective steps have been taken to block the 'Königsberg' in by sinking colliers in the only navigable channel, and she is now impeded and unable to do any further harm." Our correspondent, from whose sketch the above drawing was made, a Naval man who took part in the operations, writes: "We had a scrap a week ago. We located the 'Königsberg.' She was stowed away up a creek in a very secure position. She was 14,700 yards

CRUISER "KÖNIGSBERG" RUN TO EARTH BY H.M.S. "CHATHAM."

A BRITISH NAVAL MAN PRESENT AT THE ACTION.



NORMAN WILKINSON

EAST AFRICA, WHERE SHE "BLOCKED IN" THE "KÖNIGSBERG" AND SHELLED ENTRENCHMENTS.

off or that was the range we had in our guns when we opened fire and could fire at the masts as a mark. We could not get up the channel, as it is too shallow for us, but as soon as we dropped a line, and she cleared that, we got up the range of sides. At spring tides we got up when we have marked it x (see small sketch) and had a job to make her out from our masts, as she had disguised her masts by lashings palm-leaves over them. She was too off to fire at her, so we took a plough-boat the 'Somali' a boat that had stores in for the ship and troops. We hit her at a range of 10,000 yards and set fire to her, for we were using lyddite. She is in halves now. The scrub I referred to was in the creek following that arrow in the channel (see inset sketch). They had guns, 2-pounder and 2-pounder Maxim, mounted there. Here they were strongly entrenched, but we gave them ginger, and you could see the beggars nipping like blazes. Our boats and auxiliaries had to do the work, and we had two killed and ten wounded in the affair. But we got an old ship across the fairway, so that the 'Königsberg' can't come out. Now we shall see some more sport." The masts of the 'Königsberg,' disguised as palm-trees, are seen in the centre background of the drawing just to the right of the smoke from the burning 'Somali.' —(Drawing Copyrighted in the United States and Canada.)



THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECT AT WORK

THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRALLEIS & ISIDORE OF MILETUS.



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, & THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

SCIENCE JOTTINGS.

EUGENICS AND WAR.

EVER since "French's contemptible little Army" embarked in France to bear its share in the New Armageddon the Jeremiads among us have been doing their best, albeit unconsciously, to induce intending recruits to pause and think before taking the final step. At any rate, this would seem to be their object if we may judge by the prophecies of evil to come when the Dove of Peace returns to us. Sometimes we are admonished from the pulpit, sometimes through the columns of the Press. The

own physical infirmities may be "acquired characters," and therefore are not transmissible to his offspring. The old saying "The giant's dwarf may beget a giant" is perfectly true. It is "stirp," not stature, which tells. There would be justification for these alarmists if this war were prolonged for ten years instead of two. For a strain of such magnitude no race can stand, as history eloquently testifies.

History repeats itself. Germany is following the road to destruction trod long centuries ago by Rome. Neither "Kultur" nor science have taught wisdom to her military masters. The downfall of Rome, says one of her historians, was due mainly to the rooting out of the best. "Only the cowards remained, and from their brood came forth the new generation. Out of every hundred thousand strong men eighty thousand were slain. Out of every hundred thousand weaklings ninety to ninety-five thousand were left to survive." Again, in regard to France. As a distinguished Frenchman has said, "It will take long periods of peace and plenty before France can recover the tall statuettes mowed down in the wars of the Republic and the First Empire." Year after year Napoleon seized the youth of good stature, and left their bones in great heaps throughout Europe. The mighty swirl of the Moscow campaign sucked in 150,000 lads of under twenty years of age into the devouring vortex: out of 600,000 who crossed the Niemen to conquer Russia, but 20,000 famished, frost-bitten spectres staggered back. It was the rapid succession of skinnings that told. In less than half a year after the loss of half a million men a new army, nearly as numerous, was forthcoming, and the grim roll-call of wasted men mounted up to something over a million. This same Napoleonic disregard for human life is being pursued by Germany to-day. But

her day of reckoning will come, and Nature will prove far more relentless than any terms which can be devised by those whom she has so arrogantly and wantonly provoked. The avarice for empire ruined Rome; Germany is tottering to destruction from the same cause. The world may profitably contemplate this spectacle, re-enacted to serve as an awful warning.

How are we, as a nation, going to respond to this warning? We shall certainly not find salvation by turning our swords into ploughshares, as some would have us do, for the "piping times of peace" are fraught with as much danger to the community as must follow from prolonged wars of conquest. Neither shall we secure all that is necessary to salvation by resigning ourselves to the care of political parties. We have yet to realise that while the soldier and the politician are both necessary, the aid of the scientist is no less so if we are to retain

our place among the nations. It is not to our credit that, so far, science has received but a grudging recognition by the State. Let it not be imagined that this is a plea for the creation of a "Board of Scientific Professors" charged with the formulation of legislation. Far from it. Science has nothing to do with legislation. But the State, for its own sake, must in the immediate future take care that it does more to foster scientific research than it has done in the past. The problem of eugenics affords a case in point. This is one that the layman cannot possibly solve for himself, yet it underlies our national existence. It will certainly not solve itself, as some seem to suppose, by making war in the future impossible, for the conditions of an

imaginary peace levy a no less exacting toll on the ranks of our "fittest."

W. P. PYCRAFT.



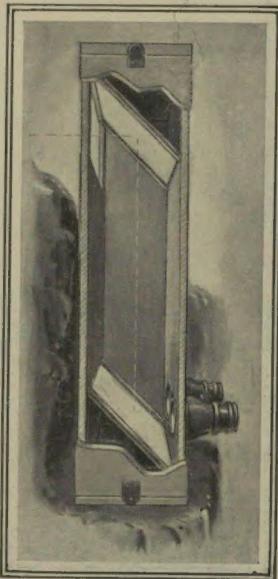
THE LAND COUNTERPART OF THE SUBMARINE'S PERISCOPE: BELGIAN SOLDIERS USING A HYPOSCOPE FOR OBSERVATIONS.

The hyposcope, to quote a recent "Eye-Witness" report, "is much the same in principle as the periscope of a submarine, and allows a man to look over the top of a parapet without raising his head above it." The instrument is worked by an arrangement of mirrors. [Photo, *Newspaper Illustrations*.]

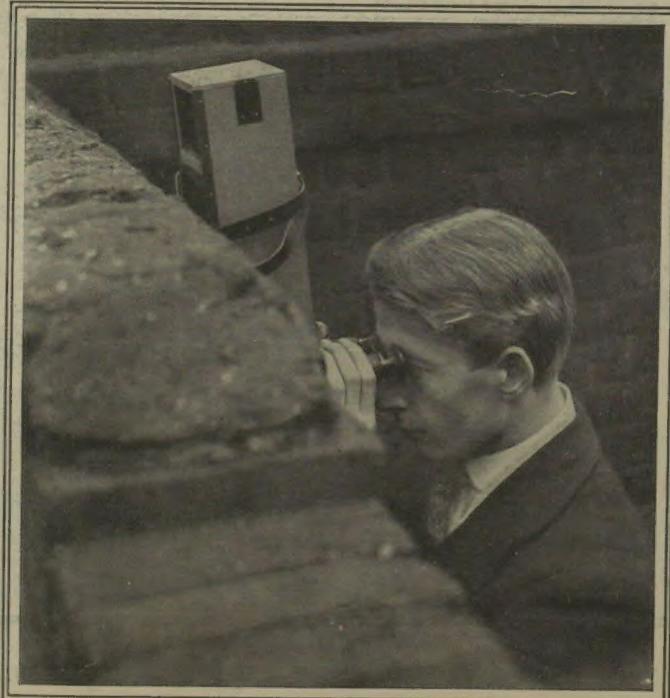
most favoured of all topics has been the danger to our national well-being through the ravages of war among the fittest and best of our people. We are eliminating, we are assured, the most patriotic and virile of our citizens.

The long and ever-recurrent lists of names to be inscribed on the "Roll of Honour," those of us who must perish remain at home scan with a sickening dread, lest our worst fears be realised. And these same lists afford a measure of justification for the pessimistic utterances. But if they are well founded, then those who have so nobly laid down their lives for us have died in vain. Let us, then, look the facts squarely in the face. In the first place, it must be remembered that the number of the slain represents, happily, only a relatively small percentage of those actually engaged, and many, too, have not died childless. Men of this stamp we can, indeed, ill afford to lose—but except they die how shall the nation live?

Furthermore, it must not be forgotten that the stamina of the race does not depend upon the fathers only, but upon the mothers also, and these remain to us. Neither must it be overlooked that the common standards of "fitness" cannot be taken at their face-value. It does not follow that a man rejected by the recruiting officer is of necessity a degenerate. His



SHOWING THE MIRRORS BY WHICH IT WORKS: A DIAGRAM OF THE INTERIOR OF A FIELD-GLASS PERISCOPE.



AN INSTRUMENT THAT PREVENTS MANY CASUALTIES: PERISCOPE FIELD-GLASSES IN USE. Periscope field-glasses are urgently needed for artillery officers, as many casualties have occurred among observers using ordinary glasses, which necessitate their heads being exposed. Mr. Alfred Tobin, M.P., has appealed for periscope field-glasses to be sent to him at 2, Plowden Buildings, Temple. We publish this photograph by courtesy of Messrs. Ross, Ltd., of 111, New Bond Street, who make a periscope-box attachable to any field-glasses.

KING AND COMRADE: THE BELGIAN RULER AMONG HIS FIGHTING-MEN



IN THE TRENCHES: THE KING OF THE BELGIANS WITH HIS SOLDIERS AT THE FRONT

Albert, King of the Belgians, is no carpet knight. He is essentially a soldier among soldiers, and knows the work of the private as he does that of the officer, whatever his rank. On the occasion on which this photograph was taken, his Majesty arrived at the trenches between Furnes and Pervyse at seven o'clock in the morning. He shared the breakfast of his men, asked after their health, and how they were being rationed. Certain of the soldiers who had suffered under the rigours of the climate told their Sovereign of this. The same evening, the Queen of the Belgians decided to send each man of the Belgian Army a warm covering, the cost to be defrayed out of her personal

allowance, a gift which will cost her about a million francs. The part played by the Belgians and their heroic King and Queen will remain for all time as an example. As Mr. Asquith put it in his letter for publication in "King Albert's Book" "The Belgians have won for themselves the immortal glory which belongs to people who prefer freedom to ease, to security, even to life itself. . . We salute them with respect and with honour. Belgium has deserved well of the world. . . We assure her to-day . . . that she may count to the end of our whole-hearted and unfailing support."

ENCOURAGEMENT BY EXAMPLE: A KINGLY ACT WHICH DID

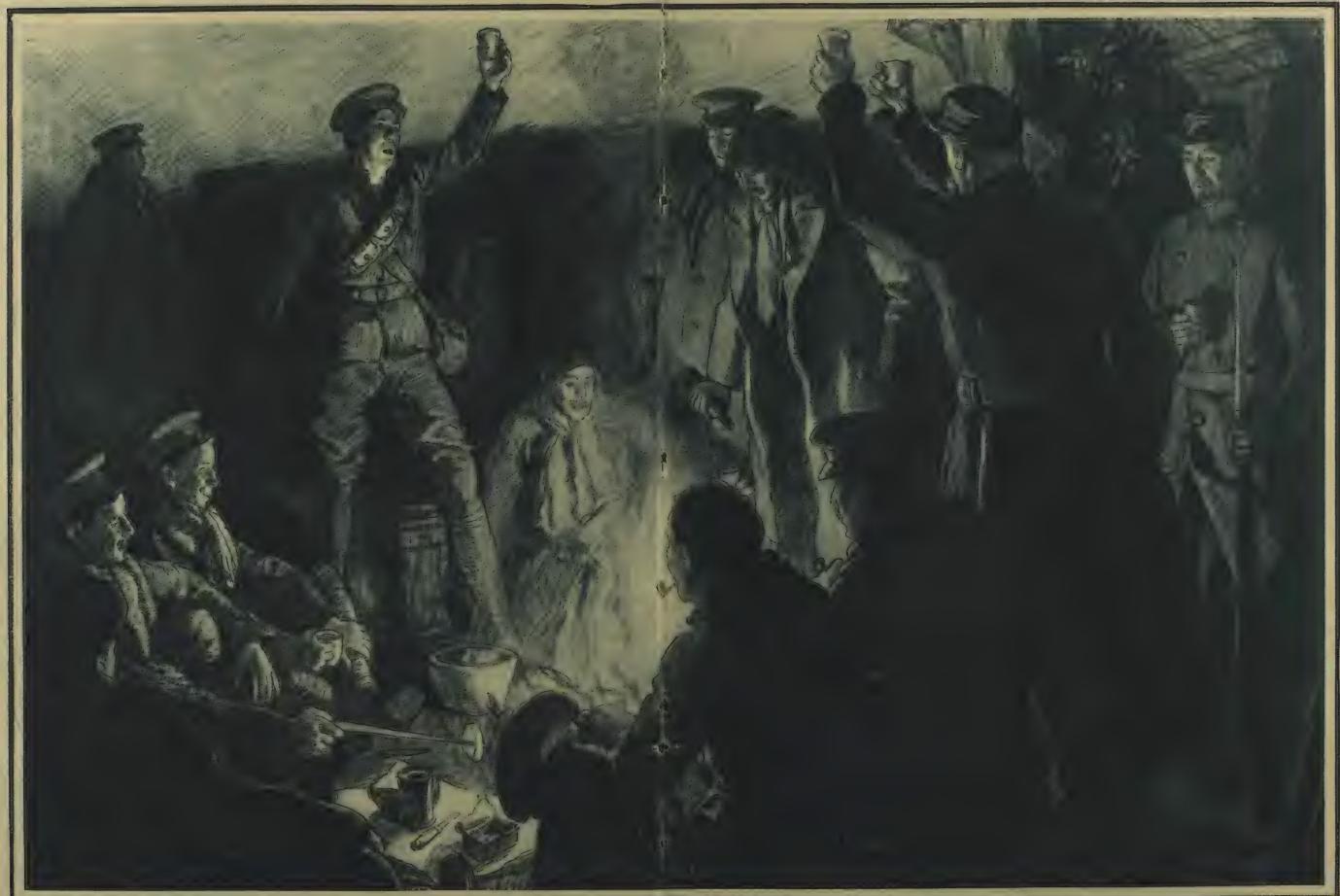
MUCH TO BRING ABOUT THE GREAT SERBIAN VICTORY.



WHEN HE THREW HIMSELF INTO THE BREACH AND SUCCEEDED IN RESTORING CONFIDENCE
ENDED IN A VICTORIOUS RE-ENTRY

in restoring confidence to his fatigued troops. He visited his troops on the field of battle, and came and used his rifle like a common soldier. The wounded in the hospitals speak with reverence and

LE TO HIS FATIGUED TROOPS: KING PETER OF SERBIA WATCHING THE FIERCE FIGHTING WHICH
Y INTO THE CAPITAL, BELGRADE.



"LA BELLE ALLIANCE" IN THE TRENCHES: A CHRISTMAS TOAST TO KING GEORGE AND "NOTRE JOFFRE."

Many a toast was honoured at Christmas time in the trenches, in mud "lounges" and in billets further from the firing-line; and none were drunk with greater bounteens by British and French than those of King George and "Notre Joffre." The British troops kept Christmas with good cheer, in the true British fashion; and thousands of French and Belgians shared in a British Christmas dinner for the first time. On New Year's Day, it may be assumed, the French

returned the compliment, and asked many of their British comrades-in-arms to celebrate with them the coming of the New Year. Mr. Poincaré promised that, on that occasion, a bottle of champagne should be supplied for every four soldiers in the French Army. The fact of campaigning together under such historic conditions lent additional zest to the good cheer and to the good-fellowship.

BRITISH AND GERMAN SOLDIERS ARM-IN-ARM AND EXCHANGING

DRAWN BY

HEADGEAR: A CHRISTMAS TRUCE BETWEEN OPPONING TRENCHES.

A. C. MICHAEL.

SAXONS AND ANGLO-SAXONS FRATERNISING ON THE FIELD OF BATTLE AT THE SEASON OF
MEET AND GREET ONE ANOTHER—A GERMAN OFFICER

This sketch of Christmas, made itself fit in at least one corner of the trenches of the front, where British and German soldiers fraternised, not for a brief while, during an interval of truce, there was a pause in continuous, constant combat, but long enough to allow them to meet and exchange words of greeting, and even to have a few moments of quiet. The part of the British lines where these incongruous scenes occurred, was, it is said, at a point where the enemy's trenches, only about eighty yards away, were occupied by a Swiss regiment. Further along the line, where Prussian troops were said to be stationed, there was a certain amount of fighting. It was apparently towards the British left that the friendly truce was observed, while officers and men from both sides left their trenches and met in the No Man's Land between, where, as a rule, no man dares to show so much

FAIR AND GOODWILL: OFFICERS AND MEN FROM THE GERMAN AND BRITISH TRENCHES
HOTOGRAPHING A GROUP OF FOES AND FRIENDS.

as the top of his head. British and Germans met and shook hands, exchanged cigars and cigarettes, newspapers and addresses, and waited each other the compliments of the season, conversing as far as possible with the aid of an interpreter, of a German soldier who had lived in America. A group of British and German soldiers, arm-in-arm, some of whom had exchanged headgear, were photographed by a German officer. The figure on the extreme left is our own artist; for comparison, he is shown in the uniform of the British Guards. The figure on the right is a British soldier in his puttee coat and wearing a Pickelhaube, or German helmet. Some of the British, it is said, visited the German trenches, and an Anglo-German burial service was even played. The dead who lay in front of the trenches were buried, and a party of Germans brought back the body of a British officer.—(Drawing Copyright in the United States and Canada.)

THE PRICE OF ADMIRALTY: THE LOSS OF THE "FORMIDABLE."

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS, SHEPPARD, AND UNIVERSAL

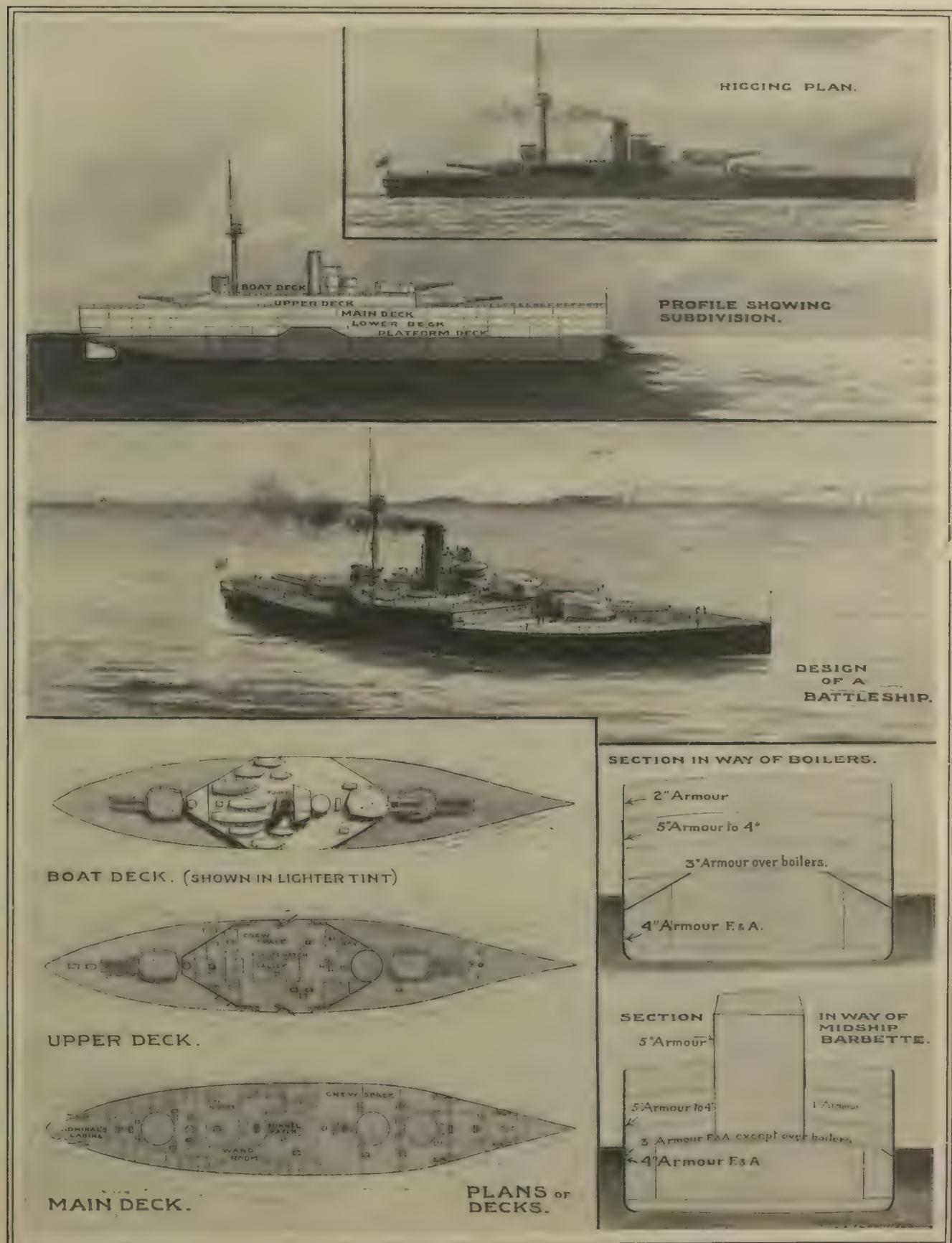


Captain Loxley, of the "Formidable," met his death in a manner worthy of the best traditions of the Royal Navy—no higher praise is possible. According to survivors, from the time the "Formidable" was struck, to her sinking, the Captain was on the bridge. At the last he was seen there calmly smoking a cigarette; and his dog by his side. One of the last things he was heard to say was: "Steady, men—keep cool, and be British."—The picking-up of the cutter of the "Formidable" by the Brixham trawler "Provident" was the result of remarkable seamanship by the trawler's skipper, William Pillar. The "Formidable" was struck at half-past two on the morning of New Year's Day, and it

was noon before those survivors who were in the battle-ship's water-logged cutter were within view from the trawler. Sighting the boat, the skipper forced his way to it against a raging sea, and made four desperate attempts before he could get a line across. Taking the cutter in tow as soon as it could be risked, the cutter was warped in to leeward, and the seventy-two survivors in it climbed, or were helped, into the trawler, where the crew of four men and a boy shared their food with them. They were landed at Brixham six hours later.—The boat of the "Formidable" which landed 48 survivors and 9 dead at Lyme Regis, in Dorset, reached the beach there at midnight on New Year's Day.

REVIVED BY THE "FORMIDABLE": UNDER-WATER ARMOUR PROBLEMS.

DRAWN BY W. B. ROBINSON FROM DIAGRAMS ILLUSTRATING A PAPER BY SIR JOHN H. BILES, LL.D., D.Sc. (SEE ARTICLE ELSEWHERE.)



EMBODYING ARMOUR-PROTECTION AGAINST SUBMARINES' TORPEDOES: A BATTLE-SHIP DESIGN.

The disaster to the "Formidable" has once more drawn attention to the question of protecting the larger war-ships against under-water perils from mines or submarine torpedoes. An extremely interesting and important paper on this subject was read just before the war began—to be precise, on July 7 1914—before the Institution of Naval Architects at Newcastle, by the famous naval architect, Sir John H. Biles, by whose courtesy we are enabled to give these illustrations, and also to quote, on another page, extracts from his lecture. In the course of it he described how he came to draw up, on the basis of views expressed by Admiral Sir Reginald Custance, three different

designs for battle-ships with under-water protection. The increased weight means slower speed and a lessening of the thickness of the armour above water. Our diagrams illustrate the second of the three designs, that is, for a vessel of 16,000 tons, with a speed of 18 knots, and armament including six 14-inch and sixteen 5-inch guns. The thickness of her armour would be: on side at W.L. (water-line), 5-inch; above W.L., 5-inch; below W.L., 4-inch; on casemate, 2-inch; on barbettes, 5-inch; protective deck-plating, 2-inch. In the second diagram from the top, the dark tint shows the extension of the armour-plating.—[Drawing Copyrighted in the United States and Canada.]

TRENCH LIFE ON "IRREGULAR GRIDIRON" BATTLEFIELDS IN THE FIRING-LINES—GERMAN, FRENCH, AND BRITISH.

PHOTOGRAPHS BY PHOTOPRESS CENTRAL NEWS.



POSSIBLY PUBLISHED TO CONSOLE PEOPLE AT HOME: A GERMAN SKETCH OF AN OFFICER'S COZY QUARTERS IN A TRENCH SPLINTER-PROOF DUG-OUT.



AN IDEAL GERMAN-TRENCH VIEW FOR HOME DELEGATION IN TRENCHES.



THE EXTERIOR OF AN OFFICER'S COMFORTABLE SHELTER, AT THE FRONT.



GERMAN TRENCH LIFE SEEN THROUGH COULEUR-DE-ROSE SPECTACLES: IN AN OFFICER'S MESS-HUT FITTED UP WITH LOOTED HOME-COMFORTS.



A WASPS'-NEST OF GERMAN SHARPSHOOTERS: RIFLE-PITS IN THE SNOW ON A HILLSIDE IN THE ARGONNE.



'PEACE ON EARTH, GOODWILL TO MEN': A MIDNIGHT MASS IN A FRENCH TRENCH ON CHRISTMAS EVE.



GETTING READY TO BEAT THE GERMANS AGAIN: BRITISH SOLDIERS TAKING A SPELL OFF WHILE REPAIRING TRENCHES.



CHEERFUL DESPITE THE MONOTONY OF MUD AND WATER: BRITISH SOLDIERS IN THE TRENCHES OF AN "IRREGULAR GRIDIRON" BATTLEFIELD.

The first three of our illustrations are reproductions, from a German paper, of sketches by a German artist-correspondent at the front. They show how the enemy's officers in the trenches make themselves at home in log-walled dug-outs, with splinter-proof roofs, equipped with furniture looted from the nearest villages. In the fourth illustration are seen German sharpshooters in single-man rifle-pits, on a snow-clad hill-side in the Argonne country. The fifth illustration shows a French soldier-priest, celebrating a midnight Mass on Christmas Eve, in the French trenches. In the sixth and seventh illustrations, British soldiers are seen repairing their trenches, when fighting is not in progress. Speaking of trench-life, "Eye-Witness" says: "The fighting is now taking place over ground where both sides have for weeks past been excavating in all directions, until it has become a perfect labyrinth. A trench

runs straight for a considerable distance, then it suddenly forks in three or four directions . . . Seen from a distance this apparently confused mass of passages crossing and recrossing one another resembles a huge irregular gridiron. The life led by the infantry of both sides at close quarters is a strange, cramped existence with death always near, either by means of some missile from above or some mine exploded from beneath: a life which has one dull, monotonous background of mud and water. Even when there is but little fighting the troops are kept hard at work strengthening the existing defences and constructing others, improvising the shelter which is imperative in such weather, and improving the sanitary conditions and communications of the trenches." Fortunately, however, as some of our illustrations make clear, things are not always as bad as that.

Fighting on Russia's Side: Polish Mud.

BY E. A. BRAYLEY HODGETTS.

THERE have been odes to the sea and the stars, poems about ice and snow, but so far nobody has written a line in praise of mud. And yet mud is a wonderful thing, and has rendered multifarious services to mankind. Dwellings have been built of it, butter has been made of it, cures have been derived from it. Great is mud! But of all the mud in this world, it is safe to say there is none for which its country has had more cause to be grateful than the mud of Poland. The mud of Poland is a national asset; it is patriotic in its effect, and it is famous. The greatest genius of modern history, Napoleon, raised it to the rank of an element, and admitted his impotence against it. At the present moment it is fighting silently but none the less effectively on the side of the Allies. It is unobtrusively yet heroically working for the re-birth and reunion of its great but distracted country. Great is mud! And more especially great, because most intense, is the mud of Poland.

Coxe, writing in the eighteenth century, thus describes the high road from Cracow to Warsaw (about 260 miles): "The road bore as few marks of industry as the country which it intersects; in other places it was scarcely passable; and in the marshy ground, where some labour was absolutely necessary to make it support the carriages, it was raised with sticks and boughs of trees thrown promiscuously upon the surface, or formed of trees laid crossways." Since those lines were written, describing the Polish roads "before they were made," there have been great changes in Poland. That part of the country which came under Russian administration at least was beneficially affected by the bureaucracy which is so often and so ignorantly abused. The Russian Department of Means of Communication introduced, under Alexander I. and his brother, the much-maligned Nicholas I., an excellent system of macadamised roads throughout the Empire. These roads were kept in a state of beautiful repair, but there are times and seasons when even the powerful Russian bureaucracy is powerless, and when the roads of Poland have defied the meticulous zeal of the administration. These are the seasons of autumn and spring—or, to put it more correctly, the times of the advent and departure of winter.

What happens at these seasons? The advent of winter is heralded in Poland by torrential rains. The weather weeps for the departing summer, and saturates the rich and loamy soil with its copious tears. These torrential rains are so persistent that Pushkin, the famous Russian poet,

declared that autumn was the best time for literary work because it compelled him to remain indoors. But the torrents of rain are of themselves of little consequence. They merely prepare the soil for the real calamity—the snow. The snow falls in large, warm flakes thickly and fast; it covers the ground with a loose layer of a beautiful white colour. The air, however, has not yet got that wintry bite in it which causes the snow to retain its qualities. With the advent of the noonday sun, all-invisible too often in the heavy grey sky, the beautiful pure white snow, which has been so graciously lying over and sinking into the ground already converted into mud by the previous rains, incontinently thaws and percolates through the soil, still further diluting it. Such evanescent falls of snow are succeeded by fresh visitations, sometimes mixed with rain; this sleet is then followed by snaps of frost, to which succeed

fertile land of Poland is turned into a rich and slimy swamp or morass, covered in many places with veritable lakes of water. The autumn makes the roads difficult enough, but in the spring they are literally impassable.

Such is the pleasant prospect before the cultured German invaders of the fair and fruitful land of Poland. At present they are simply sticking in the mud, knee-deep in many cases, their horses' hoofs, the wheels of their artillery, transport-wagons, and motor-cars embedded in it. Imagine the frantic yelling, the beating of the unhappy draught horses, the still worse plight of the automobiles, in this quagmire, to which their own traffic has but contributed! But in the spring, when all the rivers will be in flood, when the countryside will resemble an inundation—when, instead of sinking knee-deep, they will sink up to their necks—their plight will indeed be pitiable.

Truly the wisdom of the Russian Grand Duke Commanding in Chief is deserving of our admiration. Like the famous spider of nursery lore, he is inveigling the enemy to walk into his Polish parlour, where they are literally perishing like flies. If the redoubtable Field-Marshal von Hindenburg can but be induced to continue to pour his cohorts into this quagmire, there to stick in the mud until they are drowned in the spring—for the severe frosty winter is generally of short duration in Poland—he will have very few cultured henchmen left wherewith to escape into his own native sauerkraut land.

The case of the Russians is different. They are used to the fourth element, and equipped for it. They wear long boots, extraordinarily light, but coated and saturated with tallow, and impervious to moisture. I have myself forded fourteen rivers in one day in such boots without getting wet. Their transport is built for the rough usage to which it is exposed; their carts are wisely springless; but, above

all things, they and their horses are the hardy products of a hardy climate; heat and cold have no terrors for them; rain and snow, mud and ice, are all in the day's work, and they are strangers to fatigue; whilst these splendid fellows can support life with a crust of black bread and a sip of water, and fight like demons after marching for days on such rations. They have been in Berlin before, and when they once begin to invade the Vaterland nothing will stop them. The Germans have made many mistakes, but their greatest mistake was to provoke the Russians and to march into the mud of Poland, where they are sticking, and from which many of them will never return.



ACCUSTOMED TO DEAL WITH THE MUD OF POLAND: RUSSIAN SOLDIERS DIGGING TRENCHES DURING THE ADVANCE ON CRACOW.

bursts of thaw; this goes on for weeks, sometimes for months, and the soil is thus thoroughly saturated and manured with the nitrogen of the air. Against such visitations no known road-making material so far discovered is proof. Successive falls of snow, alternately falling and thawing, are then followed by longer and larger spells of frost, until at last the real winter sets in and the snow comes to stay, lying in thick layers over the warm, muddy, swampy ground, and gently percolating through it. The spring is similar in its effect. The snow, however, thaws more gradually under the beneficent influence of the vernal sun; and hence, both in spring and in the autumn, the



ON THE POLISH ROADS WHICH BECOME A QUAGMIRE IN AUTUMN AND SPRING: A COSSACK PATROL ON SCOUTING DUTY.

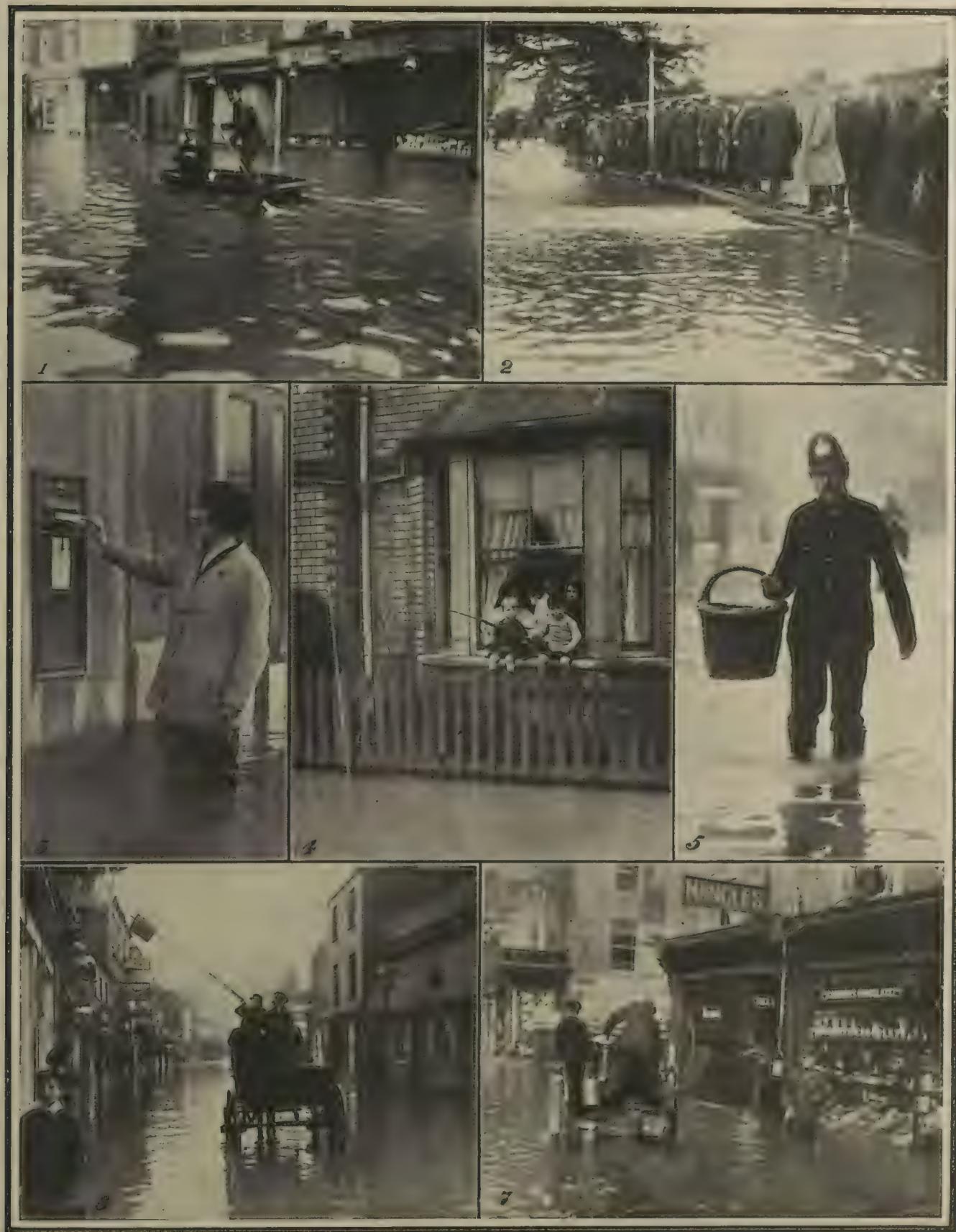


IN A LAND WHOSE MUD IS A FOE TO THE GERMANS AND A FRIEND TO THE RUSSIANS: COSSACKS IN POLAND.

Three Photographs by Shubskaya-Korsakoff.

ALMOST THE WORST SINCE 1821: THE THAMES AND AVON FLOODS.

PHOTOGRAPHS BY NEWS ILLUSTRATIONS CO., G.P.U., AND TOPICAL.



1. A VENETIAN SCENE IN SALISBURY: A SOLDIER PUNTING DOWN FISHERTON STREET.
2. FLOODS IN WHICH (ELSEWHERE) A CANADIAN SOLDIER WAS DROWNED: SOLDIERS AND CIVILIANS CROSSING ON PLANKS AT SALISBURY.
3. THE FLOOD AND FEMININE ATTIRE: A LADY IN WADERS AT MAIDENHEAD.
4. A PASTIME BROUGHT TO THE FRONT DOOR BY THE FLOOD: FISHING FROM A WINDOW IN THE THAMES VALLEY.

The height of the recent floods in the Thames Valley, which on January 5 reached $6\frac{1}{2}$ feet above the summer level of the river, had then only once been exceeded since 1821, that is, in 1894, when the water was 5 inches higher. In 1821 it was 2 inches higher than in 1894. Maidenhead, especially, has suffered very severely. The town became practically a group of islands: in one district 1000 people, in some 150 houses, had to take to the upper rooms, the ground floor being covered by two feet of water. Cooking

5. "ROBERT" AS BAKER'S MAN IN FLOOD-TIME: A SALISBURY POLICEMAN ON A NEW BEAT.
6. HOW THE POSTMAN CALLED DURING THE SALISBURY FLOODS: DELIVERING LETTERS IN A BASKET AT THE END OF A POLE.
7. THE MILKMAN'S ROUND IN AN UNFAMILIAR ELEMENT: A SOLDIER ASSISTS THE CAN'S JOURNEY TO AN UPPER WINDOW IN FISHERTON STREET, SALISBURY.

in the kitchen was impossible, and many people were deprived of their means of livelihood by their kitchen gardens being washed away. A service of punts and carts was organised to relieve distress. At Salisbury, as mentioned under our photograph of the Cathedral, similar scenes occurred through the rising of the Avon and the Nadder. Near Amesbury a Canadian soldier was unfortunate enough to fall into the river at night and was swept away by the flood.

"INUNDATED AREAS" NEAR HOME: THE GREAT FLOODS IN ENGLAND.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, ALIPRI, AND SPORT AND GENERAL



APPARENTLY SOMEWHAT SUPERFLUOUS! A WARNING TO CYCLISTS AT EGHAM.



IN A THOROUGHFARE MORE SUITABLE FOR A GONDOLA: A TRAM IN A FLOODED ROAD AT HAMPTON COURT.



LIKE "YSER, ROLLING RAPIDLY": A ROAD ON SALISBURY PLAIN AND A SOLDIER CROSSING IT.



PLOUGHING THE WAVES ON SALISBURY PLAIN: A DREADNOUGHT OF THE ROAD.



GOOD TRAINING FOR AMPHIBIOUS WARFARE: A CANADIAN TRANSPORT-TRAIN FROM BRITISH COLUMBIA ON SALISBURY PLAIN.



A MOUNTED PATROL FLOTILLA: CANADIANS IN A WILTSHIRE ROADSTEAD.



MORE THAN EVER A RIVERSIDE RESIDENCE: A LAWN AT KINGSTON AND THE RISING THAMES.



A PUNT INSTEAD OF A TAXI: A MOLESEY RESIDENT ARRIVES HOME.



A RECREATION-GROUND BECOMES AN ORNAMENTAL LAKE: CANBURY GARDENS, KINGSTON, MUCH WATERED.

Floods have lately risen in various parts of the country, as in the valley of the Thames and its tributaries, such as the Mole, the Wey, and the Comber, and in the lower-lying portions of Salisbury Plain. The thirty thousand and more Canadians who are encamped at different places on the Plain for many weeks suffered the discomforts of mud and slush. Latterly they have been treated to a good imitation of the inundations in

Flanders. The Thames, swollen by the rains, rose abnormally in the 136 miles of the non-tidal section above Teddington, and at that point where it met the high spring tides, it spread far afield over the flat riverside districts. Many houses were quite isolated, and inhabitants had to seek their homes in boats. Carts and cycles on flooded roads had many a ducking, and a fine irony accrued to notice-boards indicating eligible building-sites.

"Not once or twice in our fair Island story, the path of Duty was the way to Glory."—Tennyson.

THE BRITISH EMPIRE

THE LAND OF BEAUTY, VIRTUE, VALOUR, TRUTH. Oh! who would not fight for such a Land!



By FRANK DADD.

FOLLOW THE DRUM.

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In Sad Times, or Glad Times, and All Times, remember

ENO'S 'FRUIT SALT.'

Health-Giving.—Refreshing.—Invigorating.

Known and Sold from Pole to Pole.

SALE OF

DURING January the opportunity is presented of purchasing at greatly reduced prices.

IRISH LINEN TABLE CLOTHS.

2 x 2 yds., from 4/9 to 8/11 each.
2 x 2½ yds., 5/9 to 10/11 "

Heavy Double Damask Table Cloths.

2 x 2 yds., from 9/11 each and upwards.
2 x 2½ yds., from 11/11 "

LINEN SHEETS, Hemstitched.

2 x 3 yds., 16/3, 19/6, 22/9 pair.
2½ x 3 yds., 21/6, 25/6, 29/3 "

Linen Pillow Cases, Hemstitched.

20 x 30 ins., 4/6 and 5/6 pair.
22 x 32 ins., 5/4 and 7/4 "

LINEN FROM IRELAND
is like cutlery from Sheffield—they both come from their proper districts where the skilled workers of their particular trades are employed.

LINENS

LINEN TOWELS.

Hemstitched Huckback, 12/3, 16/6, 19/6 per dozen.
Kitchen Towels, lettered in border.

Kitchen, 6/11 and 9 6 dozen.

Housemaid, 7/9 and 19 6 dozen.

Pantry, 7/9 and 8 9 dozen.

APRON LINEN.

Bleached Apron Linen, 50 ins. wide, 1/5 yard.

54 ins. wide, 1/6

Linen for Fancy and Drawn Thread Work, specially woven in all widths and qualities, from 1/11 per yard.

CASTLE COLLARS, 5 8 per dozen.

SALE LIST & SAMPLES POST FREE.

Robinson & Cleaver

156/170, Regent Street; 40D, Donegall Place
101/102, Cheapside, LONDON. BELFAST

22, Church Street,
LIVERPOOL.
All Post Orders to Belfast.

Valuable alike for the Invalid and Robust.



Allenburys' DIET

A Partially Predigested Milk & Wheaten Food.

Pure rich milk and whole wheat—the complete vital elements of the perfect food—are presented by the "Allenburys" DIET in the most easily digested form.

The "Allenburys" DIET is palatable and acceptable to all. It is taken with relish by the Invalid, the Aged, the Dyspeptic, and those with Weakened Digestion, restoring bodily vigour and giving tone to the system.

The "Allenburys" DIET, as distinct from the "Allenburys" Food for Infants, is intended chiefly for adults. In addition to its great value in the Sickroom, in Convalescence, and for the Aged, where it is the essential nourishment, it is largely employed as a light food for general use. Made in a minute—add boiling water only.

Large Sample sent for 3d. stamps to cover postage. In tins at 1/6 and 3/- of Chemists.

Allen & Hanburys Ltd, Lombard St London.



Ask your Grocer for sample, or send for same direct to
BENSDORP'S ROYAL DUTCH COCOA, 31, Eastcheap, London, E.C.

Bensdorp's Royal Dutch Cocoa
is the queen of all cocoas for strength, aroma, purity

THE CAMERA AS CORRESPONDENT: NEWS BY PHOTOGRAPHY.

PHOTOGRAPHS BY LAFAYETTE, RECORD PRESS, HIRTH, C.N., BARRETT, AND SPORT AND GENERAL.



THE DEATH OF THE LIBERAL WHIP: THE LATE MR. PERCY ILLINGWORTH.



THE SULTAN OF EGYPT MAKES HIS STATE ENTRY INTO CAIRO: THE NEW RULER'S ARRIVAL AT THE ABDIN PALACE ON DECEMBER 20.



THE NEW LORD-LIEUTENANT OF IRELAND: LORD WIMBORNE.



BRITISH PRISONER'S DEATH SENTENCE IN GERMANY: PRIVATE LONSDALE.



THE TAKER OF BASRA, THE GATE OF MESOPOTAMIA: LIEUT.-GENERAL SIR ARTHUR BARRETT AND HIS STAFF. PHOTOGRAPHED JUST BEFORE THEIR START.



SELF-APPOINTED PRESIDENT OF CHINA FOR LIFE: YUAN SHIH-KAI.



THE RAILWAY ACCIDENT AT ILFORD: THE BREAKFAST-CAR OF THE CLACTON EXPRESS (IN THE FOREGROUND).



THE ILFORD RAILWAY DISASTER: THE ENGINE OF THE EXPRESS WHICH OVERTURNED AND SMASHED A HORSE AND CART.

The Right Hon. Percy Illingworth, who died on January 3, at the early age of forty-five, was Chief Whip of the Liberal Party. He entered the House of Commons in 1906, as Member for Shipley. He was made a Privy Councillor in the New Year's Honours.—Lord Wimborne, who succeeds Lord Aberdeen as Lord-Lieutenant of Ireland, is forty-one. He became a Peer in his own right, Baron Ashby St. Ledgers, in 1910, and succeeded to the Wimborne title less than a year ago. He served in South Africa. Last year he organised the polo team which brought back the Cup.—Private William Lonsdale, a Leeds tram-conductor and a prisoner of war, was sentenced to death at Döberitz on a

charge of striking a German non-commissioned officer. Many protests were made. It is understood that the sentence will not be carried out.—In the group of Sir Arthur Barrett and his Staff, the officers are as follows: (Left to right, back row) : Major G. Sanders, Major J. Davie, Lieut. Greenway; (sitting) Colonel R. Gamble, General Barrett, Colonel L. Shakespear.—Yuan Shih-Kai, President of the Chinese Republic, has declared himself President of the Republic for life, with power to nominate his successor.—Ten people were killed and thirty injured in a terrible collision at Ilford on the Great Eastern Railway on New Year's Day.

Bell's THREE NUNS Tobacco



TAKE a general survey of all the Tobaccos you have smoked; then try a pipe of "THREE NUNS" and compare its charm with the best mixtures you have known before. None can vie with "THREE NUNS" in coolness, in delicacy of fragrance, nor in the individuality of its alluring flavour.

A Testing Sample will be forwarded on application to Stephen Mitchell & Son, Branch of the Imperial Tobacco Co. (of Great Britain & Ireland), Limited, Glasgow.

"King's Head" is similar, but stronger.

BOTH ARE OBTAINABLE EVERYWHERE.

PER **6 $\frac{1}{2}$ d.** OZ.

No. 379

"THREE NUNS" CIGARETTES
MEDIUM.

3D. FOR 10.



The "X" tyre.

Most motorists will have noted the renewal of attacks on the "X" (or Dunlop) tyre made in the general and motor Press by a foreign tyre manufacturer. By an inaccurate comparison an attempt is made to show that his own tyres are superior to Dunlop tyres costing 25 per cent. more.

A manufacturer who is reduced to such a pass cannot have much confidence in his own goods.

DUNLOP

tyres, on the other hand, sell on their own merits alone, and have from the very first been advertised in accordance with the British standard of Fair Play and Good Taste.

In relation to the service they give, the prices are lower than any other, and that these prices are accepted and endorsed by the public is proved by the fact that since the first Dunlop motor tyre was made the demand has always exceeded the supply.

THE DUNLOP RUBBER CO., LTD., Founders throughout the World of the Pneumatic Tyre Industry, Aston Cross, Birmingham; 14, Regent Street, London, S.W. PARIS: 4, Rue du Colonel Moll.

DUNLOP SOLID TYRES FOR HEAVY COMMERCIAL VEHICLES.

C. Brandauer & Co.'s Ltd. CIRCULAR POINTED PENS.

SEVEN PRIZE
MEDALS



These series of Pens neither scratch nor spurt. They glide over the roughest paper with the ease of a soft lead pencil.

Assorted Sample Boxes, 6d., to be obtained from all Stationers. If out of stock, send 7 stamps to the Works, BIRMINGHAM.

Attention is also drawn to their Patent Anti-Blotting Series.

London Warehouse: 124, NEWGATE STREET, E.C.

HOW TO HELP TOMMY ATKINS

We cannot all go out to fight, but we can all do something to help our soldiers who are fighting our battles and defending the honour of our native land, and in this way contribute to their well-being and efficiency.

SEND HIM A FLASK OF HORLICK'S MALTED MILK TABLETS



Invaluable to a soldier in the field and most efficient in relieving hunger and thirst and preventing fatigue.

We will send post free to any address a flask of these delicious and sustaining food tablets and a neat vest pocket case on receipt of 1/6. If the man is on active service, be particular to give his name, regimental number, regiment, brigade and division.

Of all Chemists and Stores, in convenient pocket flasks, 1/- each. Larger sizes, 16, 26 and 11.

Liberal Sample sent post free for 3d. in stamps.

HORLICK'S MALTED MILK CO.,
SLOUGH, BUCKS.

French Calf

THIS is a new type of boot in the Lotus range, and will be welcomed by those men who prefer French Calf—really the old-fashioned blacking leather—to the modern chrome tanned leathers. Made on a remarkably comfortable last and available in a most comprehensive range of widths and sizes. No. 461 really differs in no way from a boot made especially to measure, save only in point of price.

For all Lotus are cut from the best leather procurable and can be relied upon to wear well and to look shapely and presentable after months of steady service.

Agents in all towns sell Lotus and will send to the factory for any particular style that may not be in the shop.

Letters

Lotus Ltd, Stafford

Manufacturers of Delta and

Lotus Shoes



Lotus 27/6

Polishes with blacking and brushes in the old way.

A DELICIOUS COCOA AND MILK

Messrs. Savory and Moore make a preparation of Cocoa and Milk which all who like cocoa should try. Its advantages are:—

DIGESTIBILITY.—This is ensured, not by the elimination or removal of certain parts of the cocoa, but by a process of peptonising or partially pre-digesting, which renders it perfectly easy of digestion even by the most delicate.

DELICIOUS FLAVOUR.—Elaborate treatment of cocoa often robs it of its flavour. By Savory and Moore's process the original flavour of the cocoa is retained and even refined and improved.

NOURISHING PROPERTIES.—Savory and Moore's preparation contains all the nourishing properties of the best cocoa and pure, sterilised country milk; a combination unsurpassed in actual food values.

UTILITY.—Neither milk nor sugar is required, but merely the addition of hot water. A cup of this delicious beverage can thus be made, without trouble, at a moment's notice.

Tins 2s. 6d. and 1s. 6d., of all Chemists and Stores.

SAMPLE FOR 3d. POST FREE

A Trial Tin of the Cocoa and Milk will be sent by return, post free, for 3d. Mention *The Illustrated London News*, and address: Savory & Moore, Ltd., Chemists to The King, New Bond St., London.

SAVORY & MOORE'S COCOA AND MILK

THE CHRONICLE OF THE CAR.

Heel-Rests. Motoring in winter time often discloses little difficulties that experience can guard against recurring. With the present wet weather many drivers may have found their feet slipping off the pedals at critical moments, owing to wet boots. Also, owing to the height of these pedals, a long drive in this cold weather has produced a certain amount of cramp in the feet, due to the pedals themselves not being in a correct ratio to the feet of the driver and the floor-boards as regards distance. The cure for both these evils is a heel-rest which is adjustable and can be fitted easily by a couple of screws on the floor-boards. Looking through a catalogue of accessories the other day, I saw that Messrs. Brown Brothers supply these heel-rests with adjustable bases for the small sum of five shillings. They are worth pounds in comfort to the driver, and I hope that this year car-makers and body-builders will suggest to their customers to have them fitted on their cars, whether new or old, as an extra refinement. Nobody but a driver after having once used these rests can appreciate how fatiguing it is to drive any great distance without them, unless the height of the pedals really fits the length of foot and its angle to the

Owner-Drivers. Writing about presents reminds me that the average motor-car owner makes himself a present of a great deal of unnecessary work. I am, of course, meaning the owner-driver who looks after his car himself. In the first place, he likes his car to look smart, and so has far too much brass or plated fittings on it. These soon become tarnished, and really require polishing every day. Why have bright fittings? I personally avoid them as his Satanic Majesty would holy water, and insist on black or painted lamps, horn, speedometer, clock, radiator cap, etc. In this one point I give the palm to the American cars. The motoring world did not like their funereal appearance when they first made their entry into this country; but their utilitarian principles of black oxidised fittings throughout appealed strongly to me as an owner-driver who has a rooted objection to having to put in more work than is absolutely necessary to keep his car fit. Nowadays the polished brass-work is increased by the electric-lighting outfit on the up-to-date car, but I certainly recommend all owner-drivers to specify that this also be oxidised or painted, and not be bright—for show means more work.

the ease of changing gears and the lightness of the clutch, one touch of the foot-pedal being sufficient. So far it is the best value for £395 complete I have yet tried of the 1915 cars, and it will be hard to beat, as it is equally suitable for both men and women drivers, though I warn the latter that there are few roads on which one dare open up and let this car go all out, as it is very fast. As for the carriage-work, the accommodation both for driver and passengers of this touring five-seater is excellent, and the springing good and comfortable; while it presents a smart



A 1915 ROVER CAR: A 12-h.p. FOUR-CYLINDER LANDAULETTE.
The car is built with British materials, except the Bosch magneto. The price is £475, complete with a 12-volt lighting set and all internal body-fittings.

floor-boards. It is my New Year's gift to motor-transport drivers at the front, and, judging by the few reports that have as yet come to hand, it is more acceptable than cigarettes or mittens.

it a good trial on the steep Surrey hills, and with three up not once did I have to drop below the third-speed gear for any ascent. Some cars are not easy gear-changers to the new driver, and one of the many merits of this Darracq is



RECENTLY BOUGHT BY MME. GABY DESLYS: A 30-h.p. SHEFFIELD-SIMPLEX CAR, WITH AN ALL-STEEL "BELVOIR" TYPE LANDAULETTE BODY.

New Darracq.

N o t e
with-
standing the stormy weather lately, I found time to try the new 16-h.p. Darracq last week-end, and it completely justifies my previous good opinions of its designer, Mr. Owen Clegg. It is a most comfortable car to handle; splendid acceleration, which makes it easy to drive in traffic, at the same time letting the driver maintain a good road-average in the country. Darracq cars always were noted for good engines, but had weak points in some other details of the chassis. This new 16-h.p. Darracq has not only a quiet and powerful engine, but a comfortably sprung chassis full of good points to the technical motorist. I gave

appearance with its complete equipment of accessories, including a C.A.V. lighting-set. Both brakes act easily, and are quite efficient. This is a most necessary part of the car to be tested, especially in such a fast vehicle as this one, and either or both are powerful enough to stop the car in any emergency; while the car itself holds the road admirably under such strains.

W. W.

Among the most useful books of reference, the "Royal Blue Book and Court Guide," the January edition of which has just been published by Kelly's Directories, Ltd., takes a place in the front rank. It is, as usual, crammed with reliable information concerning the social and official worlds, and gives the addresses of thousands of residents in London, as well as much information concerning Parliament, the London County Council, charitable and other institutions, etc. The present is the 186th edition of the work, a fact which in itself speaks unmistakably for its utility.



The Most Tender and Sensitive Skin

becomes immune from the injurious effects of variable weather conditions and sudden changes of temperature, by the regular use of

BEETHAM'S La-rola

Beetham's La-rola is a complexion emollient which, when applied to the face and hands, has a special softening influence on the skin tissues. It effectively removes and prevents all Roughness, Redness, Irritation, &c., arising from exposure to Cold Winds and Frost, or from the use of Hard Water.

From all Chemists and Stores, in Bottles 1/- & 2/6.

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may be greatly improved by just a touch of "LA-ROLA Rose Bloom," which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives THE BEAUTY SPOT! Boxes 1/-.



Clear Proof

For sound and scientific reasons the basis of the hand-fed baby's diet MUST be FRESH milk.

Fresh cow's milk alone does not meet the full requirements—but humanise it by adding Mellin's Food and you have all the vital qualities of fresh milk in a condition exactly suited to baby's needs.

Instantly adapted for the weakest child

Simply by varying the quantity of Mellin's Food you can instantly regulate the diet to meet the requirements of the feeblest newborn child or of the most thriving youngster, and you can be sure all the time that you are building for baby a happy and healthy future.

Start your baby on "Mellin's" to-day and mark the progress.



"Far Superior" says a well-known Doctor.

"I find," writes this Doctor, "that Mellin's Food made up with fresh cow's milk is far superior to foods made with water only, and I prescribe Mellin's Food largely." And his opinion is shared by thousands of doctors and tens of thousands of happy mothers all over the world. The mother of the "Mellin" baby here shown writes: "Baby was brought up entirely on Mellin's Food, and it would be difficult to find a healthier child." (Mrs.) A. Tragheim, Prestwick, N.B.

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THE NEAREST FOOD TO NATURE'S FOOD

TEST IT FREE

A Sample of Mellin's Food, sufficient to prove its value together with a useful handbook for mothers—"How to Feed the Baby"—sent free.

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SOLD ONLY BY
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Boot Prices

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